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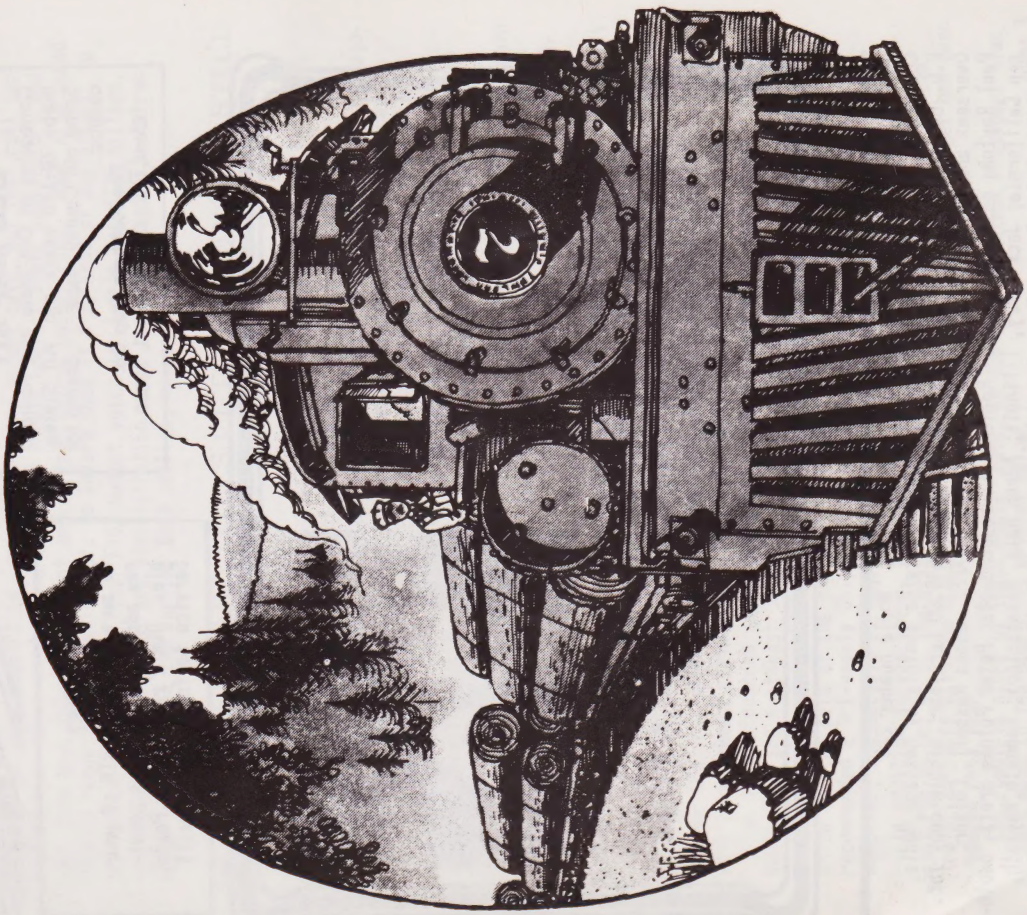

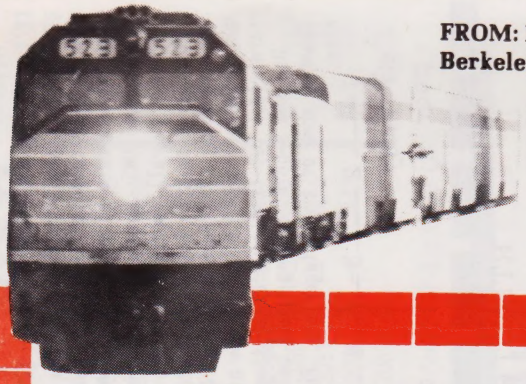

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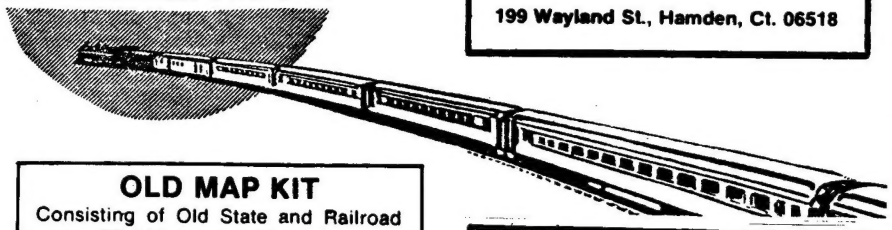

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Published twice monthly by Message Media, P.O. Box 9007, Berkeley CA 94709. Subscription $18.00 per year; single copy 75¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Southern California; Jack Ferry, Illinois; Adron Hall, Mississippi; Kenneth Maylath, Maryland; Peter Roehm, Massachusetts.

ON THE COVER

The Westside & Cherry Valley Railway, a tourist railway in Tuolumne City, California, announced this summer that its name has been changed to Westside Logging Co. & Railway. For the full story, see the Mixed Train of Thoughts section in this issue.

AMTRAK ON HIT LIST AGAIN, NARP WARNS

The National Association of Railroad Passengers warned in early September of a report that "someone in the Administration" has Amtrak on a hit-list for further budget cuts. There has been a good deal in the press recently about a second round of budget cuts, with much of it centered on the military budget, because of a higher federal deficit that previously projected. NARP said that there is not much support in Congress for more budget cuts, but that rail supporters need to be on the safe side, and should contact their legislators and warn them that they do not want any further Amtrak budget cuts. NARP also asked them to request their legislators to inform them if they know of any efforts to cut Amtrak further. The final FY82 budget voted for Amtrak was $735 million. NARP noted, however, that the Administration still has not changed its Amtrak budget request from the earlier $613 million, however.

AMTRAK BOARD VOTES CUTS; CARDINAL IS STILL IN LIMBO

The Amtrak Board of Directors at its Aug 26 meeting voted for the following changes in the system as a means of meeting Amtrak's reduced budget:

Discontinued trains: SHENANDOAH (Washington-Cincinnati); NORTH STAR (Chicago-St. Paul); PACIFIC INTERNATIONAL (Seattle-Vancouver); BEACON HILL (New Haven-Boston); Weekend operation of BLUE RIDGE (Washington-Martinsburg); Two of four Chicago-Milwaukee frequencies; Five of 12 New Haven-Springfield frequencies; One of 10 New York-Boston frequencies; Three of 27 New York-Washington frequencies; BLACK HAWK (Chicago-Dubuque).

Adjusted or restructured trains: INTER-AMERICAN will operate tri-weekly south of St. Louis to San Antonio, while San Antonio-Laredo and Temple-Houston legs will be dropped. It will interchange thru cars Chicago-California with the SUNSET LIMITED. BROADWAY LIMITED: Washington section will operate via Cumberland, joining the New York section at Pittsburgh. EMPIRE BUILDER: Train will run daily instead of tri-weekly between Chicago-St. Paul; Seattle section will operate via Wenatchee between Spokane and Seattle (thru Cascade Tunnel, former GN route); A Portland leg will be added and will operate from Spokane to Portland via Pasco (former SP&S route). Sacramento-Los Angeles state-supported service (overnight) will be initiated.

The discontinuances and adjustments are to take effect Oct 1, except that the NORTH STAR and Northeast Corridor discontinuances are for Oct 25.

The question of the CARDINAL was postponed until the Sep 25 Board meeting, which will be held at the Ritz-Carlton Hotel in Chicago. Amtrak management had recommended a tri-weekly Chicago-Cincinnati MIDWESTERNER train to replace the CARDINAL, but because of legal issues, the matter was deferred for more study.

In addition to the above, the Chicago-Peoria PRAIRIE MARKSMAN will have its last run on Oct 4, as the state of Illinois is withdrawing its support of the train (as it is with the BLACK HAWK). The state's transportation budget has been reduced this year.

The complete story of these route cuts, in the form of Amtrak President Alan Boyd's memo to the Board, is printed below.

FORMING THE FY82 ROUTE SYSTEM

The following, in only slightly abridged form, is the text of Amtrak President Alan Boyd's Aug 24 memo to the Amtrak Board of Directors giving recommendations for route cuts & adjustments

GUIDELINES

In developing the proposed route system we have been guided by three legislative requirements:

(1) Losses associated with the route system must be fully covered by the federal resources authorized for FY82.

(2) The route system must permit Amtrak to achieve a 50% revenue-to-cost ratio for FY82.

(3) Each route proposed for FY82 must satisfy the Congressional route performance criteria of 150 passenger miles per train mile (PM/TM) and 10.1¢ short-term avoidable loss per passenger mile (loss/PM) for long distance trains and 80 PM/TM and 12.9¢ loss/PM for short distance trains.

We have also been mindful of the following statements in the Conference Report on Amtrak's authorization:

"It is the intent of the conferees that Amtrak should make every effort to adjust or modify service so that routes will meet the criteria. The conferees also intend to ensure that Amtrak pursue all available alternatives with respect to all the routes in the system, including the CARDINAL, the INTER-AMERICAN and the PIONEER, in order that the maximum level of service be maintained.

"Finally, the conferees would encourage Amtrak to place importance on maintaining its long distance routes. Such routes are an integral part of the nation's transportation network and remain an important alternative which serves the transportation and energy needs of the country."

Within the range of flexibility provided by these mandates we have attempted to move toward the corporation's 1985 goal of breaking even on short-term avoidaboe costs and revenues, and the Congressional goal of improving the number of passenger miles per dollar of federal subsidy by 30% over the next two years.

APPROACH

These considerations have led us to take the following steps in developing our recommended route system. We have used as a starting point the current system, including the "sunset commuter" trains, which we will be required by law to operate.

(1) We have identified those routes in the current system which do not meet the Congressional criteria noted above. Where modification of a particular route would yield sufficient improvements to satisfy the criteria, we have proposed such a modification. Where in our judgment the route cannot be improved sufficiently to meet the criteria, we have proposed that the route be discontinued.

(2) We have next identified modifications in the remaining routes which would so significantly improve the performance of those routes as to reduce our total subsidy requirement while maintaining or increasing service levels.

(3) We have assessed the funding requirement of the system that remains after the recommended modifications, and have determined the amount by which that requirement exceeds our authorized operating resources.

(4) Our first step in solving the resulting funding problem has been to identify those frequencies in the Northeast Corridor which could be eliminated without material effect on NEC ridership.

(5) In order to solve the remainder of the budget problem, we have ranked our remaining routes according to loss/PM and revenue/cost performance. Beginning

with the least effective route in these categories we have identified cost savings that can be made thru reductions in service. In this fashion we have worked our way up the list until the budget problem is solved.

This approach preserves as much rail service as possible within our alloted resources, while improving the overall cost-effectiveness of our system.

STEP ONE: ROUTES FAILING CONGRESSIONAL PERFORMANCE CRITERIA

Amtrak's routes fall into four groups: NEC routes, 403(b) routes, short-distance routes, and long-distance routes. Under Amtrak's new legislation no short-distance route may be operated in FY82 unless its PM/TM ratio is projected to be equal to or greater than 80 and its loss/PM equal to or less than 12.9¢. No long distance route may be operated unless its PM/TM ratio is projected to be equal to or greater than 150 and its loss/PM equal to or less than 10.1¢.

The following short distance routes fail to meet Congressional performance criteria:

PACIFIC INTERNATIONAL: Seattle-Vancouver.

In FY82 this route is projected to attain 67 PM/TM and to incur a loss/PM of 17.7¢. The route is projected to achieve a revenue-to-cost ratio of 29%. Management believes that this route cannot be improved to meet the short-distance criteria in FY82. Since April, 1979, Superliners have been assigned to this route and various schedule changes have been tried (Editor's note: Superliners actually began operation on the train in mid-August, 1979, following a 10-day suspension of service after a bridge was damaged). In October, 1979, thru service was attempted south from Vancouver via Seattle to Portland. In April, 1980, the scheduling pattern was revised to establish connections with the Los Angeles-Seattle COAST STARLIGHT at Seattle. Generally, these changes resulted in only a marginal increase in ridership. The Amtrak Basic Agreement does not cover the operation of trains in Canada, and Amtrak must pay fully allocated costs for operation of this train north of the U.S.-Canadian border. We recommend that this route be discontinued.

NORTH STAR: Chicago-St. Paul.

Amtrak now operates two trains between Chicago and St. Paul--the overnight NORTH STAR and the daylight EMPIRE BUILDER. In FY82 the NORTH STAR is projected to attain 61 PM/TM, and to incur a loss/PM of 17¢. Its revenue-to-cost ratio is projected to be 35%. The NORTH STAR, on its overnight schedule, relies for the major part of its ridership on Chicago, Milwaukee and Minneapolis/St. Paul endpoint traffic. There is relatively little patronage at intermediate points such as La Crosse, Winona and Wisconsin Dells. Management believes this route would be better served by expanding the Chicago-St. Paul portion of the daylight triweekly EMPIRE BUILDER to daily operation and discontinuing the overnight NORTH STAR between Chicago and St. Paul. In this way daily service between Chicago and the Twin Cities will be preserved by virtue of the strong operating statistics of the EMPIRE BUILDER. The 403(b) state-supported portion of the NORTH STAR between St. Paul and Duluth would be unaffected by this restructuring. We accordingly recommend discontinuance of the NORTH STAR and introduction of year-round daily service on the segment of the EMPIRE BUILDER between Chicago and St. Paul.

SHENANDOAH: Washington, DC-Cincinnati.

In FY82 this route is projected to attain 43 PM/TM and incur a loss/PM of 21¢. The projected revenue-to-cost ratio for FY82 is 28%. Since 1979, the operation of this train has been required by law pending the rerouting of the Washington leg of the BROADWAY LIMITED via Cumberland, Maryland. Several improvements have been undertaken to improve the SHENANDOAH's performance: new stops have been added; the schedule has been revised to attract greater short-haul ridership; and a sleeping car was added thru April, 1981. While ridership and PM/TM have improved marginally, the train is one of Amtrak's weakest performers. Management believes no feasible improvements are likely to attain the performance criteria and therefore recommends the train's discontinuance. Portions of the route east of Cumberland will continue to be served by the rerouted Washington section of the BROADWAY LIMITED and the weekday BLUE RIDGE.

The following long distance trains fail to meet Congressional performance criteria:

CARDINAL: Washington-Cincinnati-Chicago.

This route has improved substantially recently due to operation of thru coaches from New York, rescheduling of the westbound CARDINAL to connect with the SAN FRANCISCO ZEPHYR in Chicago, and improved on-time performance. Even with these improvements, however, the route is projected to attain only 122 PM/TM and to incur a loss/PM of 9¢. The projected revenue-to-cost ratio is 43%. Management has reviewed a number of possible modifications of the CARDINAL. Even counting possible new ridership diverted from the discontinued SHENANDOAH, none of these modifications succeeds in meeting the Congressional performance criteria. It is therefore our judgment that the CARDINAL should be discontinued.

However, the Congressional Conference Report, as noted earlier, encourages Amtrak to do what it can to retain the CARDINAL. We have been informed that it is the intent of the Conferees to preserve service between Cincinnati and Chicago along the route of the CARDINAL. We recommend as the least costly method of complying with the Conferees' directive the operation of a tri-weekly MIDWESTERNER service between Chicago and Cincinnati.

INTER-AMERICAN: Chicago-Laredo/Houston, Texas.

In FY82, the INTER-AMERICAN aspresently operated is projected to attain 117 PM/TM, and to incur a loss/PM of 12¢. Its revenue-to-cost ratio is projected to be 34%. Management proposes to recast the INTER-AMERICAN service by discontinuing the marginally patronized San Antonio-Laredo and Temple-Houston legs, and operating the restructured INTER-AMERICAN on a tri-weekly basis south of St. Louis. The INTER-AMERICAN would carry a thru Chicago-California coach and sleeper which would be exchanged with the SUNSET LIMITED in San Antonio. This arrangement would open up significant new markets such as Chicago-Phoenix/Tucson and Dallas-Los Angeles which have not previously had direct Amtrak service.

These changes are projected to improve the INTER-AMERICAN service to 205 PM/TM, a loss/PM of 3.5¢ and a revenue-to-cost ratio of 57%. Under this arrangement the INTER-AMERICAN will both attain the Congressional criteria and contribute strongly to Amtrak's performance goals. Management accordingly recommends that the INTER-AMERICAN be operated as a tri-weekly service south of St. Louis, connecting with the SUNSET LIMITED, and that the San Antonio-Laredo and Temple-Houston legs of the train be discontinued.

STEP TWO: ROUTE ADJUSTMENTS TO IMPROVE PERFORMANCE & DECREASE SUBSIDY

In addition to the measures noted in Step One which are necessary to comply with Congressional performance criteria, management recommends two further route adjustments which will improve performance and decrease subsidy requirements.

EMPIRE BUILDER: Chicago-Seattle.

The present operation of the EMPIRE BUILDER is expected to meet the Congressional performance criteria in FY82 by attaining 200 PM/TM and incurring a loss/PM of 5.5¢. Its revenue-to-cost ratio is projected to be 50%. Management believes, however, that the performance of the EMPIRE BUILDER can be improved by adding a Spokane-Portland leg of this train and running the Seattle leg thru Wenatchee, thereby reducing running times and permitting a wider variety of connections in Chicago. This modification is projected to reduce the subsidy required by the EMPIRE BUILDER by $0.6 million. In combination with the daily service east of St. Paul recommended above, the restructured EMPIRE BUILDER in FY82 is projected to incur a loss/PM of 4.4¢, and attain 209 PM/TM. Its revenue-to-cost ratio is projected to be 54%.

BROADWAY LIMITED: Chicago-Washington/New York.

Currently the Washington and New York sections of the BROADWAY LIMITED combine in Philadelphia for the run to Chicago. This arrangement produces a 10-hour

Washington-Pittsburgh schedule, and a 20-hour schedule Washington-Chicago. By rerouting the Washington section of the BROADWAY via Cumberland, Maryland, and joining the trains in Pittsburgh, 1½ hours should be saved in Washington-Pittsburgh-Chicago running times. The rerouting would produce a net increase of revenues over operating costs of up to $0.9 million. The performance of the restructured BROADWAY LIMITED in FY82 is projected to yield a revenue-to-cost ratio of 64% (up from 61%), a loss/PM of 3.4¢ (down from 4.2¢), and a PM/TM of 218 (down from 242 due to the increased number of train miles required to join in Pittsburgh).

STEP THREE: THE FUNDING GAP

The funding needed to operate the modified system described in Steps One and Two is $647 million. The operating funds authorized for FY82, net of $6 million in projected labor protection costs, amount to $629 million. A funding gap of $18 million must therefore be made up in route cuts beyond what is required to meet Congressional performance criteria.

STEP FOUR: NORTHEAST CORRIDOR FREQUENCY REDUCTIONS

The Washington-Boston Corridor is currently served by the greatest number of round-trips that exist anywhere in the Amtrak system, with the largest service density between New York and Washington. Between New York and Washington there are approximately 27 round-trips per day. This service consists of both extra-fare Metroliner service trains and regular service trains. Between New York and Boston there are 10 round-trips per day, with several of these trains operating the entire distance from Washington to Boston.

While these NEC services in general are highly successful and collectively exceed their short-term avoidable cost, a review of the individual trains has identified some relatively weak operations. It appears possible to reschedule the service pattern in such a way as to eliminate these weak trains and the costs associated with them and still provide a level of service that preserves virtually all ridership.

Management recommends a rescheduling of Washington-New York-Boston services that will eliminate three New York-Washington Metroliner service round-trips and one New York-Boston round-trip. This change is projected to produce an FY82 deficit reduction of $13.4 million.

Amtrak currently operates 12 round-trip frequencies per day on the NEC route between Springfield MA and New Haven CT. Five of these were added in 1979 pursuant to a contract with the State of Connecticut which obliged Amtrak to operate additional frequencies so long as they did not increase Amtrak's total subsidy requirement. In fact these have proven to be cost-ineffective, adding significantly to the cost of operating the route while generating a negligible increase in ridership. The $4.5 million which the New Haven-Springfield route is projected to lose in FY82 could be reduced by $2.4 million by eliminating these five and returning to seven per day. This reduction in frequency is not expected materially to affect the ridership on the routes and the Springfield-New Haven line would remain a strong contributor to overall NEC ridership.

Management accordingly recommends that the 12 round-trips currently operated between New Haven and Springfield be reduced to seven round-trips daily. This reduction is projected to save $2.4 million.

STEP FIVE: ADDITIONAL FREQUENCY REDUCTIONS

The frequency reductions noted above provide savings of $15.8 million, thereby leaving a funding gap of $2.2 million. In order to close this gap we have considered reduction in service on the remaining routes in the system beginning with those routes which have the highest loss/PM and lowest revenue-to-cost statistics. This method brings us initially to the weekend BLUE RIDGE, operating between Washington DC and Martinsburg WV, and next to the Chicago-Milwaukee service.

Weekend BLUE RIDGE: Washington DC-Martinsburg.

The weekend BLUE RIDGE is projected to meet Congressional criteria with 12.9¢ loss/PM and 110 PM/TM. Its revenue-to-cost ratio is projected to be only 26%. The patronage of the weekend BLUE RIDGE is highly seasonal, being heaviest during pleasant

weekends in the spring and summer, but very light the rest of the year. Most passengers travel only the 55 miles from Washington to Harpers Ferry for the day. We recommend the discontinuance of this service, for savings of $0.3 million. The weekday BLUE RIDGE "sunset" commuter service would continue, as required by law.

Chicago-Milwaukee.

Currently four round-trips are operated weekdays and Saturdays between Chicago and Milwaukee. The projected loss per PM of 11¢ and the projected revenue-to-cost ratio of 43% for the four existing trains place the route next on the list of necessary cuts. Management proposes to reduce service to two round-trips. Such a reduction should improve the revenue-to-cost ratio of the remaining two frequencies to 46% and improve the loss per PM to 9¢. Additional Chicago-Milwaukee service would continue to be provided by the EMPIRE BUILDER. The savings associated with this change would be $2 million.

The INTER-AMERICAN, introduced Jan 27, 1973, originally ran between Ft. Worth and Laredo (on Mar 13, 1974 it was extended north to St. Louis). Now with the extensive restructuring of the train and elimination of its Mexico connection, the train's original raison d'etre, Amtrak will re-name it. Above: inaugural train at Austin in Jan 1973. Photo by Alfred E. Ehm.

State-Supported Routes.

In addition to the changes noted above, we expect three changes in state-supported service, the net effect of which is not projected to affect our subsidy requirement:

(1) The introduction of L.A.-Sacramento overnight service on Oct 25 as a 403(b) train.

(2) The discontinuance of the Dubuque-Chicago BLACK HAWK. Illinois has announced its intention to withdraw funding from this 403(b) service.

(3) Discontinuance of the BEACON HILL from Boston to New Haven. Because this "sunset commuter" train is not projected to achieve 80 PM/TM, it can be operated only if wholly funded by the states involved. Neither Massachusetts nor Rhode Island nor Connecticut has indicated a willingness to provide this funding.

SYSTEMWIDE EFFECT

Compared with FY82 projections of our current service, the revisions we are recommending are expected to have the following effects:

Systemwide PM/TM will improve from 173 to 185.

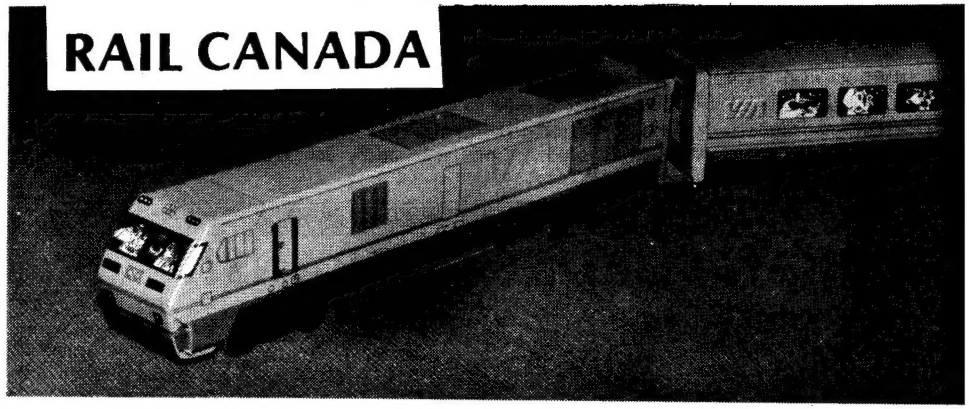
Systemwide loss/PM will decline from 3.3¢ to 2.6¢.

Amtrak's overall revenue-to-cost ratio will improve from 49.2% to 50.5%.

Passenger miles per operating subsidy dollar will increase from 7.9 to 8.3. Compared with FY81, after adjusting interest and taxes to make the years comparable, this productivity measure has improved 20%.

Systemwide train miles will decline by 9.5%.

RAIL CANADA



TINY CARTOON ANIMALS make up the passengers and crew of the paper LRC model train above, which VIA Rail Canada has prepared for children and the young in heart to publicize its new LRC equipment. As noted last issue, the first LRC trainset was delivered to VIA on July 7 at Montreal's Windsor Station. The shiny blue, gray and gold train was given over to VIA chairman-president Frank Roberts by Laurent Beaudoin, chairman of the Montreal-based manufacturer, Bombardier Inc. The trains will be introduced on the Toronto-Montreal run this fall, and as more equipment is received they will be extended to other cities in the Quebec City-Windsor corridor. Roberts said that by next spring 50% of all VIA services in that corridor will use the LRC equipment. LRC's are diesel-powered and use electric power for on-board accessories.

CANADIAN POLITICAL COLUMNISTS are wondering why Transport Minister Jean-Luc Pepin let himself into such "deep political trouble" by announcing the proposed Nov 15 VIA Rail cuts in such a bold-faced way. There is some feeling that Pepin will not remain in transportation much longer, but is going to switch to another cabinet position.

THE CANADIAN REACTION to the VIA cutback announcements has indeed been outrage. Particularly upset are those in the Western provinces, who are to lose the CN passenger line and all the cities on it, including especially Edmonton. For example, the Edmonton Journal in August published a letter from Jean Cote which argues that "The rail passenger train cuts are merely caused by the department of transport's budget bind: the airways-oriented government agency has so over-expended that it must now meet its fate. The Mirabel Airport white elephant is costing taxpayers $1 million every week of the year. The transport ministry's mandarins have contracted for and wish to budget for high expenditures to upgrade the Windsor-Quebec rail corridor--at the expense of Westerners, who will lose the northern transcontinental train service." And opponents of the cuts, including the Progressive Conservative Party which is now holding its own hearings across Canada on the rail plan, point to the fact that VIA's deficits cannot even be examined by those outside the Ministry of Transport, since no one--not even VIA!--knows how they are calculated, or whether the railways are charging them fairly. An Edmonton Journal cartoon on Aug 13 pictured "the last spike" ceremony, but all the participants wore the face of transport minister Pepin, and the spike was being pulled out, not driven in. Transport 2000 Canada is handing out leaflets similar to those NARP leafleted U.S. rail passengers with this year, urging them to telegram an official (Mr. Maurice Dionne, M.P., Chairman, House of Commons Committee on Transport, Room 537, 180 Wellington St., Ottawa, Ont.; phone 613-992-5691). Transport 2000's proposals to save the transcontinental service are presented as a feature article in this issue, starting on page 12.

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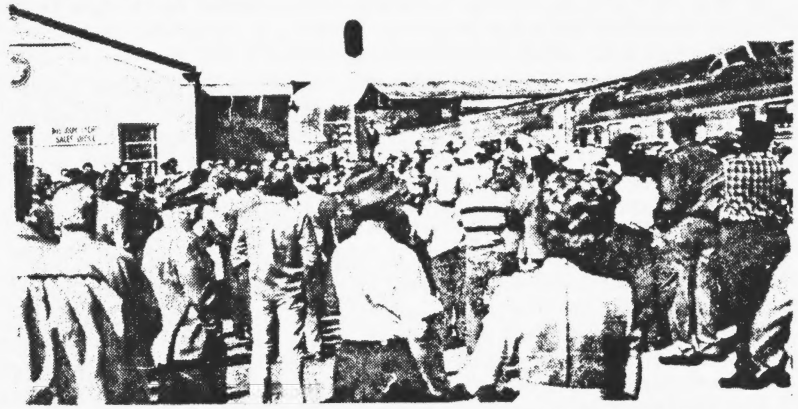

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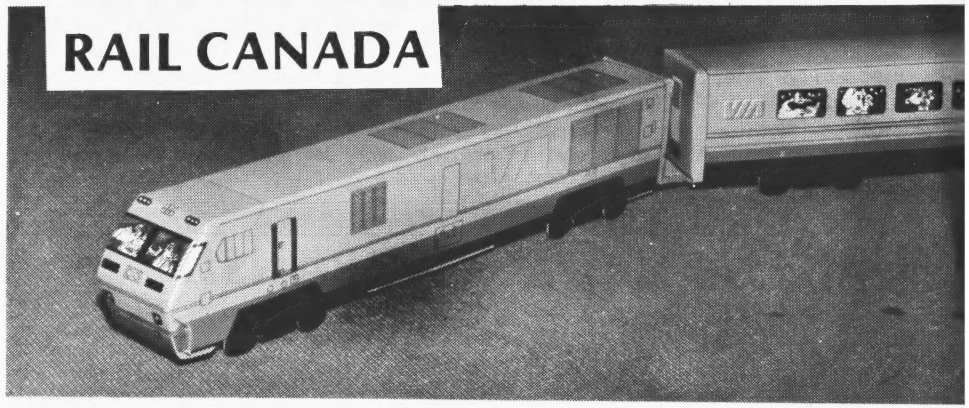

TINY CARTOON ANIMALS make up the passengers and crew of the paper LRC model train above, which VIA Rail Canada has prepared for children and the young in heart to publicize its new LRC equipment. As noted last issue, the first LRC trainset was delivered to VIA on July 7 at Montreal's Windsor Station. The shiny blue, gray and gold train was given over to VIA chairman-president Frank Roberts by Laurent Beaudoin, chairman of the Montreal-based manufacturer, Bombardier Inc. The trains will be introduced on the Toronto-Montreal run this fall, and as more equipment is received they will be extended to other cities in the Quebec City-Windsor corridor. Roberts said that by next spring 50% of all VIA services in that corridor will use the LRC equipment. LRC's are diesel-powered and use electric power for on-board accessories.

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THE CANADIAN REACTION to the VIA cutback announcements has indeed been outrage. Particularly upset are those in the Western provinces, who are to lose the CN passenger line and all the cities on it, including especially Edmonton. For example, the Edmonton Journal in August published a letter from Jean Cote which argues that "The rail passenger train cuts are merely caused by the department of transport's budget bind: the airways-oriented government agency has so over-expended that it must now meet its fate. The Mirabel Airport white elephant is costing taxpayers $1 million every week of the year. The transport ministry's mandarins have contracted for and wish to budget for high expenditures to upgrade the Windsor-Quebec rail corridor--at the expense of Westerners, who will lose the northern transcontinental train service." And opponents of the cuts, including the Progressive Conservative Party which is now holding its own hearings across Canada on the rail plan, point to the fact that VIA's deficits cannot even be examined by those outside the Ministry of Transport, since no one--not even VIA!--knows how they are calculated, or whether the railways are charging them fairly. An Edmonton Journal cartoon on Aug 13 pictured "the last spike" ceremony, but all the participants wore the face of transport minister Pepin, and the spike was being pulled out, not driven in. Transport 2000 Canada is handing out leaflets similar to those NARP leafleted U.S. rail passengers with this year, urging them to telegram an official (Mr. Maurice Dionne, M.P., Chairman, House of Commons Committee on Transport, Room 537, 180 Wellington St., Ottawa, Ont.; phone 613-992-5691). Transport 2000's proposals to save the transcontinental service are presented as a feature article in this issue, starting on page 12.

EDMONTON-TO-CALGARY DAYLINER collided with a half-ton truck at Balzac on Aug 19, derailing the RDC car and killing all five men in the truck. Two of the 28 passengers and crew of the train had injuries. Beyond the collision point, which was at an unprotected crossing, the RDC derailed and skidded on its side. Running an hour late, the train was reported traveling at about 110 kms/hour.

CANADIAN TRANSPORT COMMISSION on Aug 13 voted to discontinue the tri-weekly Winnipeg-Thompson train and re-route the train that serves Swan River, Manitoba, to Canora, Sask. It voted to continue the tri-weekly Wobowden-Gillam-Churchill and The Pas-Lynn Lake mixed trains.

URBAN-SUBURBAN TRANSIT

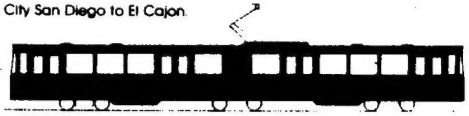
The material below describes the planned eastward extension of the San Diego Trolley line:

EAST LINE ROUTE CHARACTERISTICS

Limits	Centre City San Diego common path with south line from Santa Fe Depot area, east down C Street to 12th Avenue, then south to San Diego & Arizona Eastern Railway (SD &AE) yard area. East line leaves downtown north of yard area (at about 13th and Imperial), traveling east on existing railway along Commercial Street, then through Southeast San Diego, Lemon Grove (along Imperial Avenue), and La Mesa, to Main Street in El Cajon.
Route Length	From Santa Fe Depot to El Cajon ..... 17.3 miles (27.7 km)
Santee Extension	If extended an additional 3.3 miles (5.3 km) to Santee, most suitable route would be along SD & AE tracks to Bradley Street where tracks end; then along Forester Creek Floodway through Gillespie Field area; suitable route from Gillespie Field to Mission Gorge Road in Santee is not yet determined.
Metropolitan Transit System	If line is constructed to El Cajon, total Trolley system would be about 32 miles (51.2 km), with both south and east Trolley lines serving as major routes in an overall system, time-coordinated at major transfer points.

EAST TROLLEY OPERATIONS

Frequency	Every 15 minutes, each direction, for most of each day.
Travel Time	40 minute one-way trip from Centre City San Diego to El Cajon.
Average Speed	28 mph (45 km/hr)
Vehicle Fleet Size	15 cars added to current fleet of 14.
Power	Electricity via an overhead wire.
Freight Service	Jointly with Trolley, two freight movements daily.
Double Tracks	4 stretches (to accommodate passing trains) along existing SD & AE La Mesa Branch.
Stations	Tentative sites include 13 passenger stations along railway portion of route; spaced about 1 1/4 miles (2 km) apart. Opportunity for joint multi-use transit development at some stations in East County cities.
Parking	About 3,000 spaces distributed among 9 of the 13 stations.
Bus/Trolley Coordination	Existing bus routes would be reorganized in East Corridor to avoid duplication and to feed Trolley system. Transfers issued between bus and Trolley services.
Patronage	1995 Estimate ..... 35,000 daily trips



FINANCIAL PROGRAM

Estimated East Line Development Cost ..... $89 million (1980 $'s)
Estimated Added Cost to Straighten Curves & Complete Double Tracking ..... $20-25 million
Integrated areawide bus/Trolley financial plan being developed.

KEY ELEMENTS OF FEASIBILITY

Operations	Joint freight/Trolley operations on upgraded SD & AE feasible with addition of 4 double-track sections. Centre City San Diego double-tracking already constructed for south Trolley line; sharing Centre City track results in cost savings.
Construction Cost	Low-cost principle applies, estimated unit cost of $5.7 million per mile.
Ridership	East line passes through hearts of Southeast San Diego, Lemon Grove, La Mesa, El Cajon, serving riders in direct fashion. Extension to Santee would provide improved transit link to growing eastern communities. East extension develops 16-mile south Trolley line into 32-mile Trolley system; connection of east and south corridors with efficient transfer link at their intersection enhances rider convenience.
Operating Cost Efficiency	32-mile Trolley system increases operating cost efficiencies: overhead costs spread over larger system. East Trolley line has operating cost advantage over equivalent express bus service because it is higher-speed and higher-capacity.

CURRENT PROJECT STATUS

Undergoing review by general public and technical staffs of affected agencies; environmental impacts also under public review.

(continued on page 20)

NEW JERSEY TRANSIT'S PENN-READING SEASHORE OPERATIONS: THE MISSING INGREDIENTS

by Steve Dunham

Passenger service on the South Jersey lines from Lindenwold to Atlantic City, Ocean City and Cape May stands on the verge of discontinuance. The routes carry only a few hundred passengers, and NJ Transit has deemed the subsidy to be out of proportion to the number of riders served. The fact is that as presently run, the service is hopelessly uneconomical. The solution selected is to change the service--to nothing. The trains are scheduled to bow out with the end of 1981.

Service in what looks like its last year consists of the following:

Two morning trains from Atlantic City to Lindenwold, and two evening trains back, Monday thru Friday.

One morning train from Ocean City and Cape May, combining at Tuckahoe, to Lindenwold, returning in the evening, also Monday thru Friday.

Additional summer-only service consisted of a second Monday thru Friday roundtrip Cape May/Ocean City-Lindenwold and a weekend-only roundtrip leaving Lindenwold in the morning for Ocean City/Cape May and returning in the evening.

This was the only schedule that carried people from the Philadelphia metropolitan area to the shore.

All trains connect at Lindenwold with the 24-hour high-speed rapid transit line to Philadelphia.

The trains traverse mostly pine barrens and farm land between the Philadelphia suburbs and their destinations. There isn't much potential to be tapped in the commuter market outside of the shore cities, and even these are far enough from Philly to discourage daily commuting (approximately 60-80 miles).

Three markets remain untapped by the service:

1) One-day roundtrips from greater Philadelphia to Atlantic City.
2) Weekend one-day roundtrips from the south Jersey Shore to Philadelphia.
3) New York-Atlantic City travel.

The first, schedules permitting trips from Philly to the gambling/convention/beachfront city, are the most glaring omission from the present operation. Additional daily roundtrips would serve both this and the second market.

NJ TRANSIT

Thru service from 30th Street via Delair would enhance the attractiveness of the train in these two markets (rush hour trips could still terminate at Lindenwold to squeeze in another roundtrip.

Thru service to 30th Street or Penn Center would also put the train on a competitive footing with the bus and car for New York-Atlantic City travel. A connection at North Philadelphia could put the total trip time in the neighborhood of three hours, as compared with 2½ to 3½ hours for the bus.

On the other hand, the possibility remains that Amtrak will assume control of Philadelphia-Atlantic City service. Being that the rail/bus station in Atlantic City terminates without a wye at the end of a causeway carrying the tracks to the island, the French turbos, reportedly being sent East, might find this an ideal market. It would avoid the use of two engines on a train which otherwise would not be likely to need them.

If Amtrak takes over the service, it would almost certainly spell the end of the involvement of NJ Transit in South Jersey rail operations, which would be to the detriment of the future of quality public transport in the southern half of the state. If Amtrak does enter the picture, however, the NJ Transit trains should continue running at least until the takeover.

PRESERVING CANADA'S TRANSCONTINENTAL TRAINS

Canada's transcontinental rail service will be 100 years old in 1986. In 1886, a fledgling nation had constructed the world's longest railway. By linking its Atlantic and Pacific shores, the small population of the new dominion ensured the development of their vast land mass into an orderly and prosperous nation. The transcontinental rail journey stands as a link to the days of nation building and as a symbol of national achievement.

However, the state of the transcontinental rail service has probably never been lower than it is today. Passenger handlings are declining as the service has become more untenable:

(1) The schedules of today are slower than those of the 1950's. The Montreal-Vancouver schedule is now 85 hours; in 1956 it was 70 hours.

(2) The antiquated equipment is prone to repeated mechanical failure--often of heating systems in winter and air conditioning systems in summer.

(3) Even with longer schedules, the on-time performance of the service is poor.

Costs have soared as inflation and age ravage the service. The equipment technology and design date to the 1930's and are obsolete and grossly inefficient. Steam is used to activate heat and air conditioning systems. This requires maintenance of extensive piping on the passenger cars and boilers in locomotives. The steam is prone to freezing in the steam lines in winter during switching, makes train temperatures difficult to control and limits train lengths due to difficulties in pumping the steam. Many equipment parts are no longer available from manufacturers and must be specially fabricated. The equipment is labor-intensive, requiring extensive manpower to service and operate. It requires over 80 people to man the train between Montreal and Vancouver. While the cost of labor was cheap during the 1930's, it is the expense most subject to inflation.

Two methods are available to cure the problem of galloping subsidy requirements for the transcontinental service:

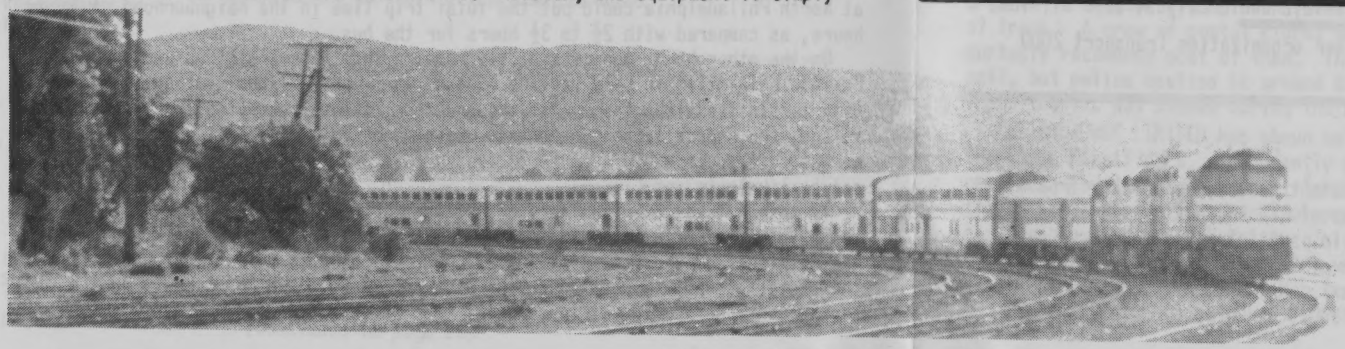
(1) The traditional "rationalization" or cutting back of service thru discontinuance. Any further action thru this method will deprive major cities and provincial capitals of transcontinental service; or

(2) Modernizing the service thru rebuilding or purchasing new equipment to make the service more efficient by reducing maintenance costs and improving the productivity of labor. This would stimulate increased use of the service, as schedules could be speeded up, reliability would be greatly improved and passenger comfort upgraded. Hence, costs would be lowered and revenues increased to reduce the subsidy requirements.

Canadians will ride the transcontinental trains. CN proved this in the mid-1960's when its aggressive Red, White and Blue marketing plan, refurbished equipment and upgraded schedules reversed downward passenger trends. VIA accomplished the same reversal in the late 1970's. However, the equipment is simply not up to the demands being placed upon it as it approaches its thirtieth year of service. In 1978, 1.5 million passengers used these trains--this represented 22% of VIA's total ridership.

Transport 2000 Canada has investigated the benefits between the rebuild or purchase options for upgrading the service. The study evaluates three equipment options: minor rebuilding of current equipment, major rebuilding of current equipment, or purchasing new bi-level cars and diesel locomotives. The evaluation criteria are based upon providing the same passenger capacity as VIA operated in 1980 over the transcontinental network. The study evaluates the options in terms of:

1) the cost per seat mile,
2) the total capital cost of modernization,
3) the payback period for the capital invested,



(Above:) Steam swirls from the eastbound CANADIAN on a cold winter day at Field, B.C. The older steam-heated equipment is difficult and expensive to maintain in Canadian winters. Photo by Glenn Lee. (Left:) Bi-level Superliner, electric-powered equipment on Amtrak's COAST STARLIGHT. If such equipment were used on VIA's transcon trains, it would pay for itself thru economy and better service, argues Transport 2000. RTN photo.

4) the net savings expected from modernization between 1984 and 2003,
5) the equipment requirements to serve the peak periods of the year, and
6) reduction in equipment weight to reduce fuel consumption.

Additionally, the possibility of expanding capacity in the peak summer period thru the use of bi-level equipment is investigated.

While it is assumed that the "double spine" service via Calgary and Edmonton over the Western transcontinental lines would remain unchanged, the Eastern transcontinental service would be restructured. As part of the upgrading of this service, the Montreal-Saint John-Halifax train would be converted to a daytime LRC service. This would spread out the Eastern transcontinental departure times from Halifax and Montreal. All costs for both the conventional overnight train and the LRC train for the Halifax-Saint John-Montreal service are excluded from this study. The use of LRC equipment would reduce the annual costs of operating the service by a minimum of $6 million. The costs of the Montreal-Campbellton-Halifax service which remains an overnight train, are included in assessing the impact of the rebuilding versus bi-level equipment options.

The investment in new bi-level equipment is the most economically advantageous the government can make in equipping the transcontinental services. Operating costs will decrease by 31% from the cost of operating the current single-level equipment and by 28% from the cost of operating rebuilt single-level equipment. Passenger revenues would increase due to the on-time reliability of the equipment, the ability to meet faster schedules and the attraction of new equipment. The combined effects of the reduction in costs and increase in revenues with bi-level equipment would be to reduce losses by as much as 52%.

The bi-level cars have a higher passenger capacity than conventional equipment and offer the possibility of combining different accommodations and services into a single car. The economic efficiency of rail service is enhanced as car miles are reduced, train weights are reduced and fuel economy is improved. The cost per seat mile for the bi-level train would be $0.0515 and for the rebuilt train $0.0849.

Consequently, an immediate order for 220 bi-level cars and 35 diesel locomotives is economically justified. Based on 1984 delivery costs of $1.4 million per car and $1.8 million per locomotive, the total cost of re-equipping the trains of $368 million would be paid back in 7.6 years from the reduction in annual operating costs. On the other hand, rebuilding the 371 single-level cars and 56 diesels would cost between $198 and $282 million depending upon the degree of refurbishing necessary for mechanical systems, trucks and interior appointments. However, the annual operating costs would decline only marginally as the technology of the 1950 era equipment is inefficient in terms of labor, equipment and energy utilization. The payback period for the cheapest rebuilding option is 15.8 years, which probably exceeds the useful life of many of these cars.

Indeed, the continued use of the single-level cars--either rebuilt to electric power or purchased new--could seriously jeopardize the future of transcontinental rail service. In the year 2000 the annual operating cost of the single-level trains will be $405 million; that for the bi-levels would be just $293 million.

(The above material was prepared by the consumer organization Transport 2000 Canada.)

BACK ISSUES

Back issues of Rail Travel News are in constant demand, especially from recent subscribers. While the earliest issues of RTN are out of print, we do have a good stock of the more recent years. In particular, we recommend our Tenth Anniversary Year volume--all the issues of 1980, 18 issues sent all in one parcel at the price of $8 postpaid (no tax). Write for information on other back issues. RAIL TRAVEL NEWS, PO Box 9007, Berkeley CA 94709.

Mixed Train of Thoughts

A MODERATE EARTHQUAKE (approximate Richter magnitude 5.3) hit Southern California at 8:51am on Sep 4. It was centered near Santa Catalina Island. There were no injuries, but some Amtrak trains were delayed by the necessity of checking the rail lines for possible damage. Two SAN DIEGANS were each delayed about an hour, and the northbound COAST STARLIGHT was 14mins late in departing.....

SAN FRANCISCO ZEPHYR is getting a different menu after Labor Day. Washington gave the crew of this one train permission to experiment with variations from the new airline-style food. The dinner menu will contain the following items: short ribs of beef; Zephyr Royale (chicken and vegetables in a white sauce in a fresh-baked pastry puff); filet of ocean white fish; San Francisco chow mein; and Spaghetti and franks (in a junior-size portion). The lunch menu will have: grilled hamburger; chicken breast patty and soup; Zephyr Special sandwich (thin-sliced beef on a sourdough roll, and soup). Amtrak said the menu combines frozen and fresh food, and will include fresh eggs at breakfast. Train 6 gets the new menu on Sep 10, and train 5 will have it starting Sep 13. One Amtrak source said that the ZEPHYR would feature a "steam table", but we could not verify this. The two Florida trains are expected to be the last to convert to airline-style meals, after all their HEP equipment has been assigned. It was the first week of May that Congress began singling out the dining car deficits as a place for Amtrak to economize. The deficit is supposed to be cut to $31.5 million, and reportedly some people at Amtrak headquarters did not believe that it would be possible to meet such cost reductions. There is still some pondering at Amtrak headquarters over the possibility of contracting the food service out. Amtrak said that 60% of its dining cars costs is for labor. Amtrak VP Rima Parkhurst herself worked the dinner shift on the BROADWAY LIMITED in mid-July to monitor the service and experience the atmosphere. Passenger reaction to the airline food is "mixed, to say the least," according to an Amtrak source. One Amtrak person frankly called the food "terrible". Amtrak said that patrons wanted more choices of vegatables, etc., with their entrees, and preferred regionalized meals. The SAN FRANCISCO ZEPHYR experiment is in part a trial of more regionalized menus.....

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AMTRAK'S NIGHT OWL lost two containers of mail from its mail car as it ran southbound thru Norwalk CT in the early morning of Sep 3. The door, which was supposed to be locked, slid open and the two large containers on wheels rolled out while the train was negotiating a curve just east of the Rowayton station. About 20,000 pieces of mail bound for the New York post office, and most addressed to New Jersey and Pennsylvania, were scattered along a third of a mile of track. A crew of postal clerks went to work retrieving the letters, and reportedly recovered most of them. The train crew never noticed the loss of the mail, but police spotted it around daybreak and notified the Postal Service. Train traffic was slowed during the retrieval job.....

THE BROADWAY LIMITED has shown better timekeeping since the advent of the "Heritage Fleet" cars, and recently posted a 100% on-time record. But since on-time accountings are made at "end-points", there is no regular record of how trains perform at other points along their routes. Radio station WRKZ-FM of Elizabethtown PA (near Harrisburg), as part of its morning commuter traffic reports, has recently been including weekday Amtrak Reports for the benefit of people heading for the Harrisburg train station. Mostly they receive notices of the BROADWAY's departures from Pittsburgh (due out eastbound at 6:48am). For

almost a month this summer, RTN's Paul Rayton recorded these reports, and found the following instances of lateness: Jun 22, 12mins; Jun 24, 19mins; Jun 25, 70 mins; Jun 26, 36mins; Jun 29, 60mins; Jul 1, 41mins; Jul 2, 32mins; Jul 6, 48mins; Jul 7, 60mins; Jul 8, 21mins; Jul 14, 70mins; Jul 16, 90mins. It was on time on Jun 23 & 30 and Jul 9, 10, 13 & 15. Thus its on-time performance at Pittsburgh was 33.3% for the 18 days of data we have, and when it was late it averaged 46.6 minutes late. (Station WRKZ is at 107 on the FM dial, and the morning traffic reports are aired at approximately 6:55, 7:20, 7:55, and 8:20.....

NORFOLK & WESTERN RAILWAY is getting into the aviation business, having surprised observers by purchasing an 8.2% interest in Piedmont Aviation Inc. on Sep 1 for a cost of $18.3 million. N&W and Southern Railway are going to merge next year, and the timing of the purchase seemed strange to economic analysts. The N&W has also agreed to sell its subsidiary, the D&H, to Timothy Mellon, an heir to the Mellon fortune, who has already acquired the B&M and the Maine Central. Purchase price was believed to be about $500,000.....

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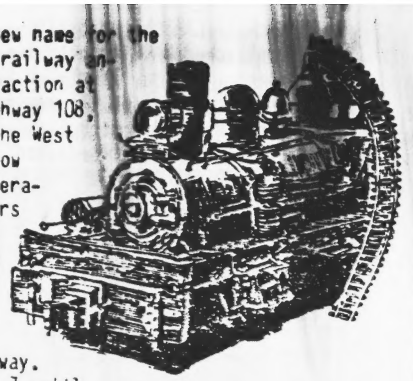
LEE'S SUMMIT, MISSOURI became a stop for the ANN RUTLEDGE and the ST. LOUIS MULE/KANSAS CITY MULE effective Aug 29. Arrival times at the station are as follows: train 304, 10:43am; train 341, 12:48pm; train 342, 6:08pm; train 301, 6:44pm..

BOARD OF DIRECTORS of the National Association of Railroad Passengers will meet in San Francisco Oct 8-10.....

THE ROCK ISLAND'S track that is not sold to other railroads will be sold for scrap by L.B. Foster Co. of Pittsburgh. About 3000 miles of track will be torn up to be scrapped, beginning about Dec 1. The job involves about one million tons of track, and will take up to three years to complete. The scrap is valued at about $150 million.....

THE GRAND CANYON line sale reported last issue fell thru at the last minute after some financial backers withdrew. A Santa Fe source said the line is still up for sale, provided someone buys it by November. The railway has ICC permission to abandon it. The City Manager of Williams AZ said he was disappointed that the sale fell thru, but was optimistic that someone else will buy the 65-mile line to the Grand Canyon.....



WESTSIDE LOGGING COMPANY & Railway is the new name for the Westside & Cherry Valley Railway, the tourist railway announced this summer. The 260-acre family attraction at Tuolumne City CA, in the Gold Country near Highway 108, opened in 1978, and was formerly occupied by the West Side Lumber Company, the home of the last narrow gauge logging railroad in the U.S. Logging operations ceased in 1968. Now the theme park offers narrow gauge steam rides, steam barge lake excursions, dinner boat cruises and a new Canyon View Excursion--a 2-hour ride along the steep Tuolumne River Canyon in a 22-passenger rail bus. The artwork here and on our cover are taken from the attractive brochure of the railway. The park is open daily in summer, and from Sep 7 until Nov 1 inclusive it's open weekends only from 11am to 7pm. Get info from PO Box 1017, Tuolumne CA 95379 (phone 209-928-4282).....

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THE SOUTHWEST LIMITED was delayed when a bridge went out of service, presumably due to flooding, on the Santa Fe line east of Needles CA late on the night of Sep 5. Train 3 had already made it past the damage site, so two trainsets were trapped west of the blockage. Train 4 detoured on Santa Fe's Parker District line. Passengers were bused between Kingman and Needles. The situation was complicated by a derailment occurring also on the Williams-Phoenix line. Passengers on the 6th and 7th (Labor Day) were arriving four hours late into Los Angeles.....

THE PRAIRIE MARKSMAN, between Chicago and Peoria, will have its last run on Oct 4, as noted elsewhere this issue. After a great deal of work and preparation to get the train started, the run has been deemed unsuccessful. The IP&W will miss the operation especially, as the Amtrak service brought extra money to the coffers of that small railroad. The time wasn't right--it was too early to initiate the service, said an Amtrak spokesman. A later startup might have been better (the cost of gasoline is expected to start rising again, and auto travel will drop off more, but it's difficult to get a train reinstated once it's dropped).....

THE "OVERNIGHT TRAIN" between Sacramento and Los Angeles is still set for an Oct 25 startup, and there is still no name for the train. The contest to name the train is expected to be announced in mid-September. There has been a change in the inaugural run plans. The inaugural train will run from Sacramento to San Luis Obispo on Oct 22 and from San Luis to L.A. on Oct 23 (this schedule is still tentative). There will be no operation on the 24th, and the first revenue runs will take place the 25th.....

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THE FRENCH-BUILT TURBOLINERS are being taken out of service and will be sold--most likely to an overseas railroad. The last run of a Turbo was on a Chicago-Milwaukee train on Sep 8. Amfleet cars will replace the Turbos on that line. The Brighton Park maintenance facility that handled the Turbos is to be closed by Sep 30. Amtrak said it was too costly to maintain a separate facility just for those trains. The Rohr-built Turboliners, a somewhat different and more economical to operate piece of equipment, will continue to run.....

EMPIRE BUILDER PASSENGERS were delayed by a freight derailment between Sand Point ID and Libby MT, and a detour was necessary Sep 5 and 6. The October schedule changeover is the occasion for two important changes in the Western portion of the EMPIRE BUILDER run: A Portland section of the train will run Spokane-Portland via the ex-SP&S line, and the Seattle section will be re-routed via the Cascade Tunnel route. The inaugural ceremonies for the Portland leg will take place on Oct 26.

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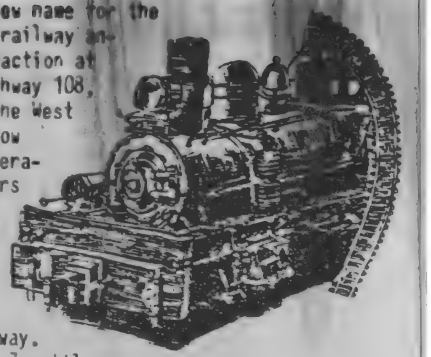

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almost a month this summer, RTN's Paul Rayton recorded these reports, and found the following instances of lateness: Jun 22, 12mins; Jun 24, 19mins; Jun 25, 70 mins; Jun 26, 36mins; Jun 29, 60mins; Jul 1, 41mins; Jul 2, 32mins; Jul 6, 48mins; Jul 7, 60mins; Jul 8, 21mins; Jul 14, 70mins; Jul 16, 90mins. It was on time on Jun 23 & 30 and Jul 9, 10, 13 & 15. Thus its on-time performance at Pittsburgh was 33.3% for the 18 days of data we have, and when it was late it averaged 46.6 minutes late. (Station WRKZ is at 107 on the FM dial, and the morning traffic reports are aired at approximately 6:55, 7:20, 7:55, and 8:20.....

NORFOLK & WESTERN RAILWAY is getting into the aviation business, having surprised observers by purchasing an 8.2% interest in Piedmont Aviation Inc. on Sep 1 for a cost of $18.3 million. N&W and Southern Railway are going to merge next year, and the timing of the purchase seemed strange to economic analysts. The N&W has also agreed to sell its subsidiary, the D&H, to Timothy Mellon, an heir to the Mellon fortune, who has already acquired the B&M and the Maine Central. Purchase price was believed to be about $500,000.....

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AMTRAK TRAVEL AGENTS are being discouraged by new policies promulgated by the rail corporation without fanfare on July 31. Amtrak gives Golden Spike Awards to agents who sell $25,000 worth of tickets in a given fiscal year. Such an award entitles them to less stringent booking procedures which results in less time used and more sales both for the agent and for Amtrak. In addition, they get a wall plaque and an invitation to a sales meeting. But only two months from the end of the fiscal year, Amtrak suddenly ups the sales requirement to $35,000! Not only that, but Amtrak also revised its Bonus Bucks program upward from $1000 to $3000. This is a program that pays bonuses to sales agents for high sales during the Sep-Nov off season. And if that weren't enough, Amtrak further cut travel agents' discounts on personal travel tickets from 75% to 50%, forbade travel during the summer and Thanksgiving and Christmas seasons, and added the requirement that travel agents will be accommodated only "subject to availability and anticipated demand of accommodations".....

THE ROCK ISLAND auctioned off 710 lots of historic relics at Chicago's La Salle Street Station the weekend of Aug 22. Highest price paid for an item was $11,600 for a large picture of a steam train in mother-of-pearl inlay. The entire auction was expected to net about $100,000 for the bankrupt railroad.....

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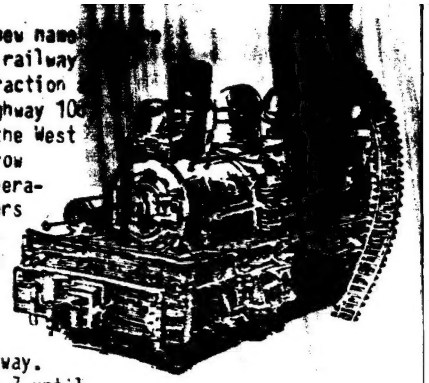

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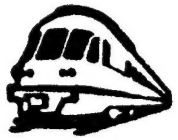

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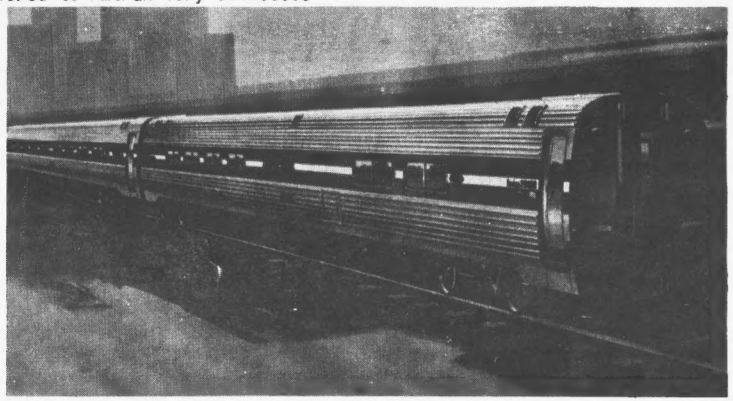
AMFLEET II CARS being built by the Budd Company need a better name, Amtrak decided. It asked NARP to help find a suitable name, and NARP has been appealing to its members. The new low-level cars, for Eastern long distance service, have the basic Amfleet look (see illustration below), but have one rather than two vestibules, better toilets, and a higher-capacity air conditioning system. The first car should be delivered to Amtrak very soon.....



OCTOBER 25 SCHEDULE changes--at the time of the changeover to Standard Time--will see a "record number" of new connections among trains, according to Amtrak. The EMPIRE BUILDER will connect in both directions with the INTER-AMERICAN (or whatever it will be called), the LAKE SHORE, the HOOSIER STATE, the BLUE WATER, the Chicago-Detroit trains, the ILLINOIS ZEPHYR, the CITY OF NEW ORLEANS, and the COAST STARLIGHT. The northbound INTER-AMERICAN will connect with the KANSAS CITY MULE. The westbound BROADWAY LIMITED will connect with the ANN RUTLEDGE, which will run three hours later. The eastbound ANN RUTLEDGE will leave Kansas City at about 8am, and will lay over about two hours in St. Louis. Duluth will have direct connections to points West via the EMPIRE BUILDER.....

THE SOUTHBOUND MONTREALER struck an automobile that was stuck in traffic at a crossing in Essex VT the night of Aug 23, injuring two women occupants.....

TWO COAST STARLIGHTS were blocked by an SP freight derailment in a canyon near U.S. Highway 97 8½ miles north of Klamath Falls the night of Aug 15. The northbound STARLIGHT was held at Dunsmuir and the southbound near Chemult, and passengers were bused between the two trainsets. The southbound train was delayed 7 hours, while northbound passengers lost 6hrs, 16mins.....

★ ★ ★

AN INTENSE EFFORT is being made to kill the CARDINAL, says NARP. At the Amtrak August Board meeting, when president Boyd wanted to defer the issue of the CARDINAL, the DOT representative on the Amtrak Board, FRA Deputy Administrator Richard J. Schiefelbein, kept pressing the issue and tried to get the Board to vote to kill the CARDINAL. It is believed by some that the DOT has struck a deal with one of the Board members, requiring him to vote against the CARDINAL in order to be reappointed to the Board. Board member Athalie Range was absent from the August meeting, and NARP fears that if she is absent again in September there would be enough votes to go against the CARDINAL. NARP is asking all rail supporters to urge Republican Senators and Representatives to do what they can to stop the DOT from trying to kill off the train.....

THE WILLAMETTE VALLEY train was saved by the Oregon state legislature shortly before it adjourned. It voted $465,000 to keep the train running thru Dec 31, even tho ridership has been slipping. The drop in patronage has been attributed to confusion in the public's mind over whether the train was going to be continued, and also to high fares. SP and the state had agreed that if the train runs beyond the 18-month experimental period (which would be beyond Jan 1982), the state would

help the railroad fund track improvements. SP and the state DOT issued a joint release on Aug 21 indicating that $2.9 million in track improvements would have to be made, according to a study done for the state DOT by a Berkeley consulting firm. The track improvements would reduce interference with freight schedules. Now, apparently, it is up to state legislators and rail supporters to lobby for support of the recommended capital improvements, if the WILLAMETTE VALLEY is to operate beyond the end of this year.....

TWO CALIFORNIA ZEPHYR cars, dome-observation-sleeper "Silver Crescent", in its original condition, and baggage car "Silver Stag", with a kitchen installed in it, were donated in August to the Gold Coast Railroad Museum in Fort Lauderdale FL by Denver businessman William D. Harmsen. The museum says it intends to operate them occasionally in mainline excursion service.....

REVIVING AUTO-TRAIN SERVICE on the East Coast seems to be a race now between two competitors--the Virginia and Florida RR group described last issue, and a subsidiary of the Canadian firm Trans Canada Auto Train Transport Ltd. The latter group has a different plan from the first, however--to haul people's cars only to Florida while their owners ride Amtrak or perhaps fly. No deal has been signed yet to our knowledge, but both are hoping for an October startup date.....

NORTHBOUND SILVER STAR was delayed about 1hr, 10mins on Aug 22 when itloaned its pair of SDP engines to an SCL freight that had derailed its locmotive at the Route 46 crossing north of the Amtrak station in Sanford FL.....

★ ★ ★

A READER WHO works for the Santa Fe Railway writes concerning Dr. Sheck's proposals for Southwestern rail service in our last issue: "Unfortunately, I must regard the idea of double-daily service on the 'Joint Line' between Denver and Pueblo as something of a pipe dream. This is one of the most congested lines in the West, carrying heavy density traffic of Santa Fe, Rio Grande and Colorado & Southern. Even if these roads were to agree to commence service, the schedule would have to be unacceptably slow to take into account inevitable delays from freight train interference".....

AMTRAK TRAIN 391, the SHAWNEE, had an unticketed passenger the morning of Aug 9--riding on the roof of the train. The young man had climbed up there at Chicago and was heading for his home in Carbondale, but Amtrak officials radioed to police in Homewood IL who arrested him and charged him with "theft of services".....

R. M. JOCHNER, former SP official who has been General Manager for Amtrak services at SP headquarters for a long time has retired effective Sep 1, and is replaced by W. F. Keeney.....

MONTEREY, CALIFORNIA OFFICIALS in late July released a Caltrans study that indicated that a revival of the San Francisco-Monterey DEL MONTE is feasible if the Monterey-Castroville section of SP line is upgraded. The report states that the former 3½ hour trip could be cut to 3 hours. Departure time from Monterey would be 6:50am, with a 9:45 arrival in San Francisco, while the train would leave S.F. at 4pm and reach Monterey at 6:50. The study recommended a depot on Market St. in S.F. rather than the present Townsend Street station.....

COMMENTS ABOUT RIDERSHIP calculation changes last issue are countered by a reader who says: "it (Amtrak's change in reporting methods) may make short-hauls look better at the expense of long-hauls, but in many cases it's more honest. The INTER-AMERICAN was created as a St. Louis-Laredo train, then was later appended to a Chicago-St. Louis corridor train that had existed since Amtrak's formation. If the INTER-AMERICAN were discontinued, the corridor train would remain as it always had. It is there quite proper to credit all short-haul riders north of St. Louis to the corridor route and only include thru passengers south of St. Louis in the INTER-AMERICAN ridership. The ANN RUTLEDGE should similarly be split to show Chicago-St. Louis and St. Louis-Kansas City separately. It has always been confusing to have the St. Louis corridor ridership spread over three 'routes'".....

News in this issue is updated thru Sep 9, 1981.

URBAN-SUBURBAN TRANSIT (continued from page 10)

NEW YORK'S MTA and Pullman, now owned by Wheelabrator-Frye Inc., concluded their dispute over overweight subway cars on Sep 4. The MTA had held back $12 million in payments on the cars, but has agreed to pay $2.7 million more.

SAN FRANCISCO PENINSULA train-commuting students are eligible for free monthly passes for September under a promotional program of Caltrans and the counties.

INTERSYSTEM TRANSIT USE takes one step forward in San Francisco in September, as a monthly pass becomes available that can be used both on the city's Muni Railway and on AC Transit. Next year a pass that includes BART--that will work in BART's ticket machines--is expected to be made available. These are facets of the work of the Regional Transit Association to integrate transit riding in the Bay Area.

CHICAGO TRANSIT OFFICIALS in August were seeking a loan of $50-70 million from the state to keep its system in the black until economic conditions were favorable for offering a $140 million note on the bond market.

WHEN LOS ANGELES area transit officials raised fares July 1 they found that ridership fell off about twice as much as predicted. A 5-7% drop was projected, but that decrease has actually been 10-12%, causing revenues to be 7% less than expected.

U.S. NEWS AND WORLD REPORT magazine (Aug 31 issue) carries a lengthy report on "The Great American Transportation Mess". The article doesn't propose any solutions to the problem, it only enumerates them. (On the subject of Amtrak, the writer, Michael Doan, notes that "Attempts to cut Amtrak back to just a few high-density routes are certain to continue so long as the public corporation is so heavily dependent on government.")

NEW ORLEANS PLANNERS are asking about the feasibility of a rail shuttle from Moisant airport to the downtown area. The main suggestion seems to be to build a short connecting line from the airport to the ICG track used by Amtrak's CITY OF NEW ORLEANS, and run light rail vehicles. Planners also talk of the possibility of using Railbuses--vehicles like a bus that run on rails and that also have retractable wheels for highway use. A study now being done is scheduled for completion by about the end of September.

GOLDEN GATE TRANSIT was delivered a blow Sep 3 when legislation passed the state Senate that would give private operators authority to compete with the public agency in operating the San Francisco-Sausalito ferry service.

RAIL FANTRIPS

Sep 19: Popcorn Festival Flyers; two special trains Chicago-Valparaiso to Third Annual Indiana Popcorn Festival; lv Chicago 8am & 4:15pm. Trip 1 $12.95, trip 2 $19. Check to "Unirail". Richard Brooks, 8100 South Rhodes, Chicago IL 60619.

Oct 3: Ride Michigan Northern between Rockford Harvest and Cedar Springs Red Flannel Festivals. Limited advance tickets $5.00 per seat. West Michigan Rail Excursion Service, 7 S. Squires Lane, Rockford MI 49341. (616) 866-4552.

Oct 10: Deschutes River rail excursion, Portland-Madras OR via UP & Oregon Trunk. 1st Amtrak excursion in NW. Lv Portland 7:30am, back 9:30pm. $49.95; Visa, M/C ok. NRHS, Pacific Northwest Chap 2, Room 1, Union Station, Portland OR 97209. Kids $40

Oct 10: Boston-NY RT in private car Lehigh Valley #353 on Amtrak SHORELINER; 4 hrs in NY; coffee & pastries, champagne brunch, dinner prepared aboard. Limit 20 persons. $190. D.L. Ross, 300 Winston Dr, #2020, Cliffside Park NJ 07010. 886-1359.

Oct 31-Nov 1: RR Enthusiasts Annual Meeting, Baltimore. Incl 50-mi RT mixed train on Gettysburg RR, annual banquet, RR tour of Baltimore. $12 (excursion train only) and up. Info from: Chesapeake Division RRE, PO Box 548, Laurel MD 20707.

Nov 6-8: Annual convention Amer. Ass'n of Private RR Car Owners Inc., Mexico City. Private cars gather at border & proceed thru Mexico by special train. $100 deposit. R. N. Basich, convention committee, PO Box 2092, Laguna Hills CA 92653.

One Rail Fantrips listing is free. Send full info to:
RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

QUOTES OF THE WEEK***

"When a government agency is able to deliver a service that the public increasingly demands and is willing to pay for, it can lay legitimate claim to reasonable subsidy, even in a period of tightened government pursestrings. Amtrak qualifies and we are gratified to see it emerge from the current financial pinch as well as it has. All along, it seems, there was light at the end of the railroad tunnel."

--San Francisco Examiner editorial, Sep 1.

SLIP OF THE MONTH CLUB***

"The troubled Amtrak rail network enjoyed a 5% to 10% bookings spurt. On Amtrak's Metroliner service between New York City and Boston, passenger traffic climbed by 20%."

--Time Magazine, Aug 17.

(Even without catenary all the way.)

CARS & CONSISTS

*COAST STARLIGHT, train 11, Portland Aug 6: engines 376, 239; cars 1214, Hi-level 39917, Superliners 31002, 31003, 34041, 34062, 34059, 33000, 38025, 32031, 32037.

*SOUTHWEST LIMITED, train 4, Kansas City Aug 20: engines 234, 626; cars 1128, 1162, Hi-level 39938, Superliner 31031, Hi-level 39958, Superliner 34049, Hi-levels 39954, 39970, Superliners 38027, 32026, 32039, deadhead Hi-level dorm 39937 on at Topeka (last car to be shopped at Topeka ATSF shops).

*ANN RUTLEDGE, train 304, Kansas City Aug 21: engine 261; cars 20235, 21071, 21837, MoPac business car 2. Same, Aug 27: engine 284; cars 20235, 21116, 21210, MKT business car 1046 "Lewa" (K.C.-Chicago).

*KANSAS CITY MULE, train 341, Kansas City Aug 20: engine 283; cars 21804, 21257, 20124, MoPac business car 2.

AMTRAK CARS TO BE ELECTRIFIED, FISCAL YEAR 1981:
(7000-series cars contain 70 seats and one handicap seat plus a large handicap restroom. 7600-series cars contain 76 seats. 7000 and 7600 series cars are for use in Philadelphia-New York clocker service.)

OLD #	NEW #
Coaches:	
4444	4637
4434	4002*
4420	4648
4437	4003*
4432	4649
4435	4004*
4449	4638
4436	4005*
4458	4639
4439	4006*
4456	4640
4416	4007*
4447	4641
4424	4008*
4551	4646
4433	4009*
4445	4642
4411	4010*
4806	4740
4427	4011*
4431	4012*
4452	4643
4418	4013*
4443	4644
4448	4645
4410	4014*
4426	4015*
4550	4647
4413	4016*
4807	4742
4425	4017*
4805	4741
4428	4018*
4422	4019*
4429	4020*
PC1596	7615
PC1569	7000*
PC1577	7600
PC1578	7601
PC1579	7602
PC1570	7001*
PC1580	7603
PC1582	7604
PC1571	7002*
PC1584	7605
PC1585	7606
PC1572	7003*
PC1586	7607
PC1588	7608
Diners:	
8337	8513
8338	8514
8339	8515
8331	8516
8336	8517
8332	8518
8330	8519
8060	8526
8334	8520
8062	8527
8063	8528
8382	8523
8380	8521
Lounges:	
8105	3109
8107	3110
8102	3111
3640	3119

OLD #	NEW #
3630	3118
8103	3117
3634	3120
3632	3121
3644	3122
3324	3123
3326	3124
3327	3125
--	3126
--	3127
3312	3112
3314	3113
Sleepers: (All handicap cars)	
2697	2444
2614	2433
2607	2441
2695	2442
2610	2430
2698	2446
2694	2447
2619	2435
2608	2436
2622	2437
2692	2452
2601	2440
2689	2453
2690	2454
2680	2455
2685	2456
2727	2457
2724	2458
2718	2459
2722	2460
2701	2475
2703	2476
2706	2479
2657	2462
Slumbercoach:	
2028	2090
2030	2091
2033	2092
2031	2089
Baggage dorm:	
1531	1622
1522	1619
1532	1624
1521	1618
1519	1626
1525	1620
1423	1628
1523	1621
1520	1627
1403	1629
--	1630
--	1631
Baggage:	
1113	1131
1021	1126
1022	1127
1110	1128
1111	1129
1112	1130
1071	1132
1077	1139
1075	1137
1076	1138
1108	1173
1036	1140
1181	1141

*HANDICAP-EQUIPPED CARS

EXPRESS ADS

MASTERS OF RAIL TRAVEL--and Amtrak is our specialty. We enjoy seeing that you have the best accommodations available. Call or write us--GREAT WESTERN TOURS, Sheraton Palace Hotel, Suite 900, San Francisco 94105; (415) 398-2994. Receive your tickets by mail--pay by check or credit card. It's easy--one call does it all

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EAST COAST RAILROADIANA SHOW Sat. Oct 10, 1981, Geo. Washington Motor Inn, US Rte #1 (Roosevelt Blvd) & Penn. Turnpike Exit 28, Trevose PA (NE Philadelphia area) 9am-3pm. Public invited. Tables available to dealers 1st come 1st served. Tom Coval, 21 E. Robin Rd, Holland PA 18966. This fantastic event is sponsored by the New York Chapter of the National Association of Timetable Collectors.

TROLLEY TRAILS, Volume 9-System maps, plus chapters on San Diego, Colo., Minn., Milwaukee $8.00. Also volumes 1-Yakima, 2-Seattle, 3-Portland, 4-Tacoma/Spokane, 5-Mont/Utah, 6-Western Canada, 7-No. Calif., 8-So. Calif. $4 each. Moneyback guarantee. Wilson Bros. Publications, Box 712RTN, Yakima, WA 98907.

Hearing for Los Angeles-Long Beach etc. TROLLEYS ala San Diego by Assemblyman Bruce Young's Transportation Committee. Does bringing back the RED CARS conflict with building the WILSHIRE SUBWAY? Over 20 exciting speakers. Map. Catalysis: $5 to Robert J. Swan, Box 1866, Long Beach CA 90801.

Lackawanna & Wyoming Valley Chapter, N.R.H.S. 1982 Railway Calendar. 13 photos of rails in Northeastern Pennsylvania - steam, diesel, transit, and traction. 8½x14" $2.50 each. Calendar, Box 1152, Scranton, PA 18501.

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INSTRUCTIONS: Rate each train on each of the 11 categories (A-K) listed below: (A) Your overall impression of the train, taking everything into account; (B) Service from operating crew (conductor, etc.); (C) Dining or snack crew service; (D) Lounge crew service; (E) Food quality; (F) Car mechanical condition; (G) Car cleanliness and housekeeping; (H) Condition of track & roadbed; (I) Desirability of train's schedule; (J) Condition of stations: (K) Appropriateness of type of equipment used.

Use the 9-point rating scale below. Do not use previous rating forms, as we have changed some of the categories. Put ratings on separate sheet from other correspondence.

1 — 2 — 3 — 4 — 5 — 6 — 7 — 8 — 9

Extremely poor — Average, acceptable — Extremely good

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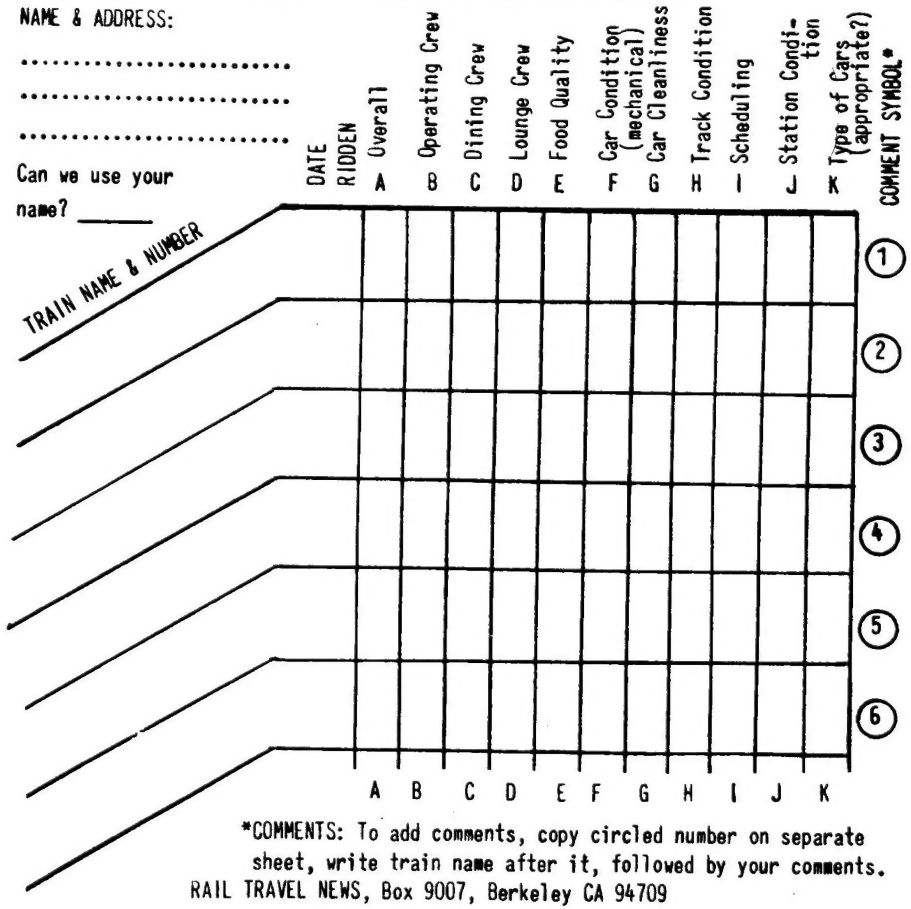

*COMMENTS: To add comments, copy circled number on separate sheet, write train name after it, followed by your comments.

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